

REDEVELOPMENT PLAN
FOR THE
DOWNTOWN WEST SECTION II
UNION STATION – WALNUT STREET PROJECT

CITY OF HARTFORD REDEVELOPMENT AGENCY
EDDIE A. PEREZ, MAYOR

DEPARTMENT OF DEVELOPMENT SERVICES
250 CONSTITUTION PLAZA, 4TH FLOOR
HARTFORD, CONNECTICUT 06103

SUBMITTED SEPTEMBER 11, 2008

APPROVED BY HARTFORD PLANNING AND
ZONING COMMISSION / /2008

APPROVED BY THE HARTFORD
REDEVELOPMENT AGENCY ON / /2008

APPROVED BY THE HARTFORD COURT OF
COMMON COUNCIL ON / /2008

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PREFACE

This Redevelopment Plan has been prepared pursuant to the provisions of Section 8-127 of the Connecticut General Statutes. This Redevelopment Plan meets the identified public need to revitalize a section of the City of Hartford's Downtown through a series of proposed public and private investments. The Redevelopment Plan is based on Smart Growth principles with a focus on Transit Oriented Development (TOD). Downtown Hartford will soon have enhanced commuter capability as the New Haven – Springfield commuter rail initiative and the New Britain-Hartford Busway become operational. These transportation initiatives will support investment in the Downtown as a mixed-use urban environment.

This Redevelopment Plan provides an implementation vehicle to achieve the planning concepts advanced by the Hartford 2010 and Urban Land Institute planning processes.

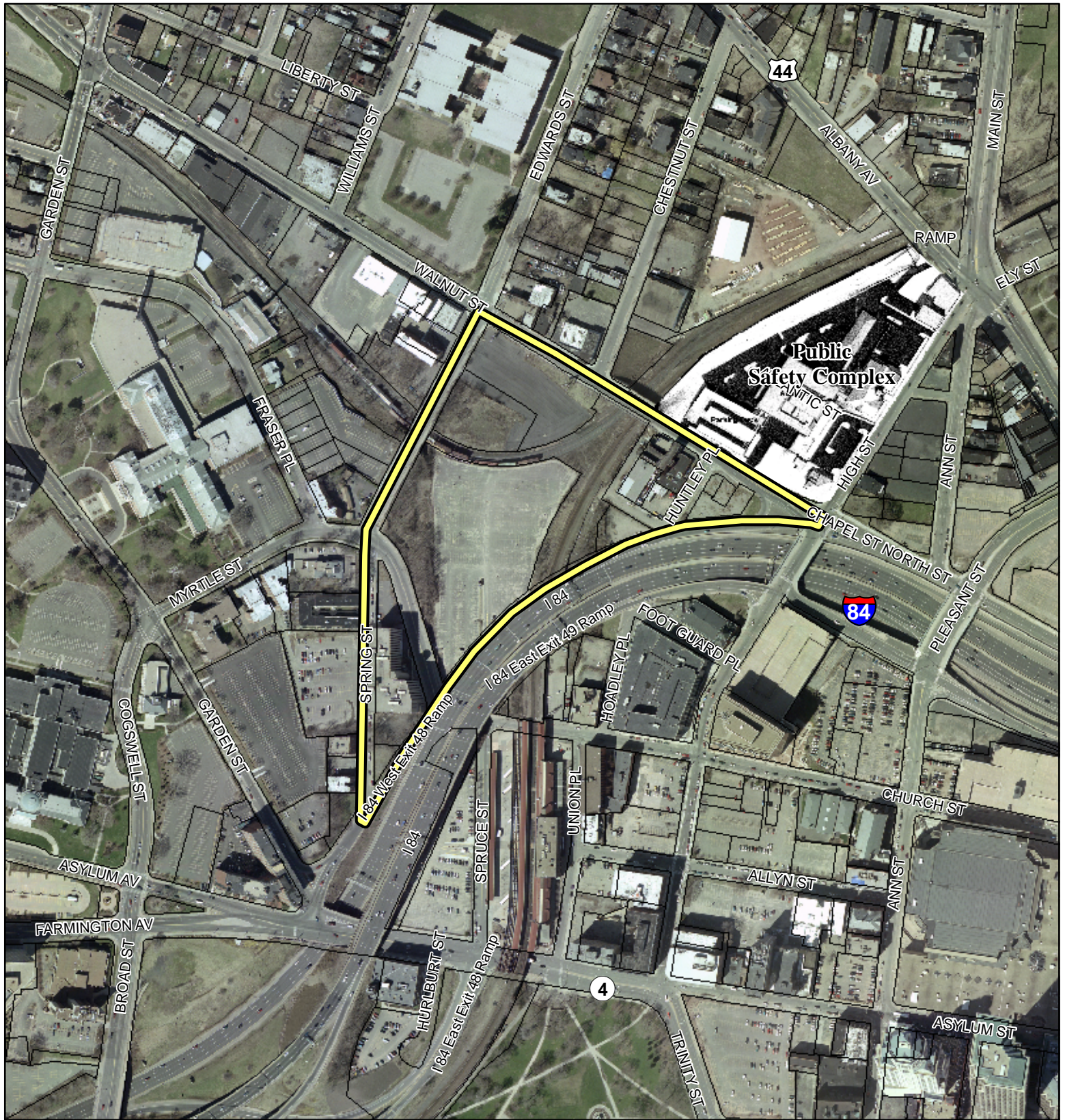
I Introduction

The Downtown West Section II (Union Station – Walnut Street) Project (hereinafter called the “Project”) consists of 13 properties located along Walnut Street, Edwards Street, Spring Street, Myrtle Street and Huntley Place. The dominant structure in the Project Area is the vacant Capitol West office building, fronting on Spring Street and Myrtle Street. This vacant and blighted structure has been a negative influence on this section of Downtown for over a decade. Vacant land and surface parking is the predominant land use in the Project Area, with a small cluster of heavy commercial/industrial uses located near Walnut Street and Huntley Place. The Project Area is approximately 16.7 acres in size. Please refer to Map #1 Aerial Photograph and Map #2 Property Map following this page for a detailed boundary and overview of the Project Area.

This Redevelopment Plan (hereinafter called the “Plan”) provides for transit oriented development and possibly structured parking that is supportive of the nearby insurance industry facilities, neighborhood needs and Union Station. Transit-hub support space and small-scale commercial space to serve surrounding residential neighborhoods is also envisioned.

The Plan proposes to maintain the existing B-2, Downtown Development Perimeter District, zoning designation that currently encompasses the entirety of the Project Area. The proposed land uses within the Project Area are in conformity with the City of Hartford’s Plan of Development, adopted by the Commission on the City Plan on June 4, 1996.

The Plan which has been prepared by the Hartford Redevelopment Agency (hereinafter called “Agency”) is in accordance with the provisions of Chapter 130 of the Connecticut General Statutes. Due to the excellent location of the Project near Union Station, insurance industry campuses, and the new Public Safety Complex on High Street, it has the potential to achieve visible results in a relatively short period of time as well as to make a substantial impact on the area as a whole. A prime benefit of this Project to all of Downtown Hartford is its enhancement and support of the major transportation investment of adding commuter busway and rail links to the City.



City of Hartford

Downtown West Section II
(Union Station & Walnut St)

Redevelopment Area

Map 1

Aerial Photograph

Source: City of Hartford, Planning Dept. (2008).
Parcels: City of Hartford, Planning Dept. (2008).
Planimetric Data: City of Hartford, Planning Dept. (2008).
Aerial Photograph: City of Hartford, Planning Dept. (2007).

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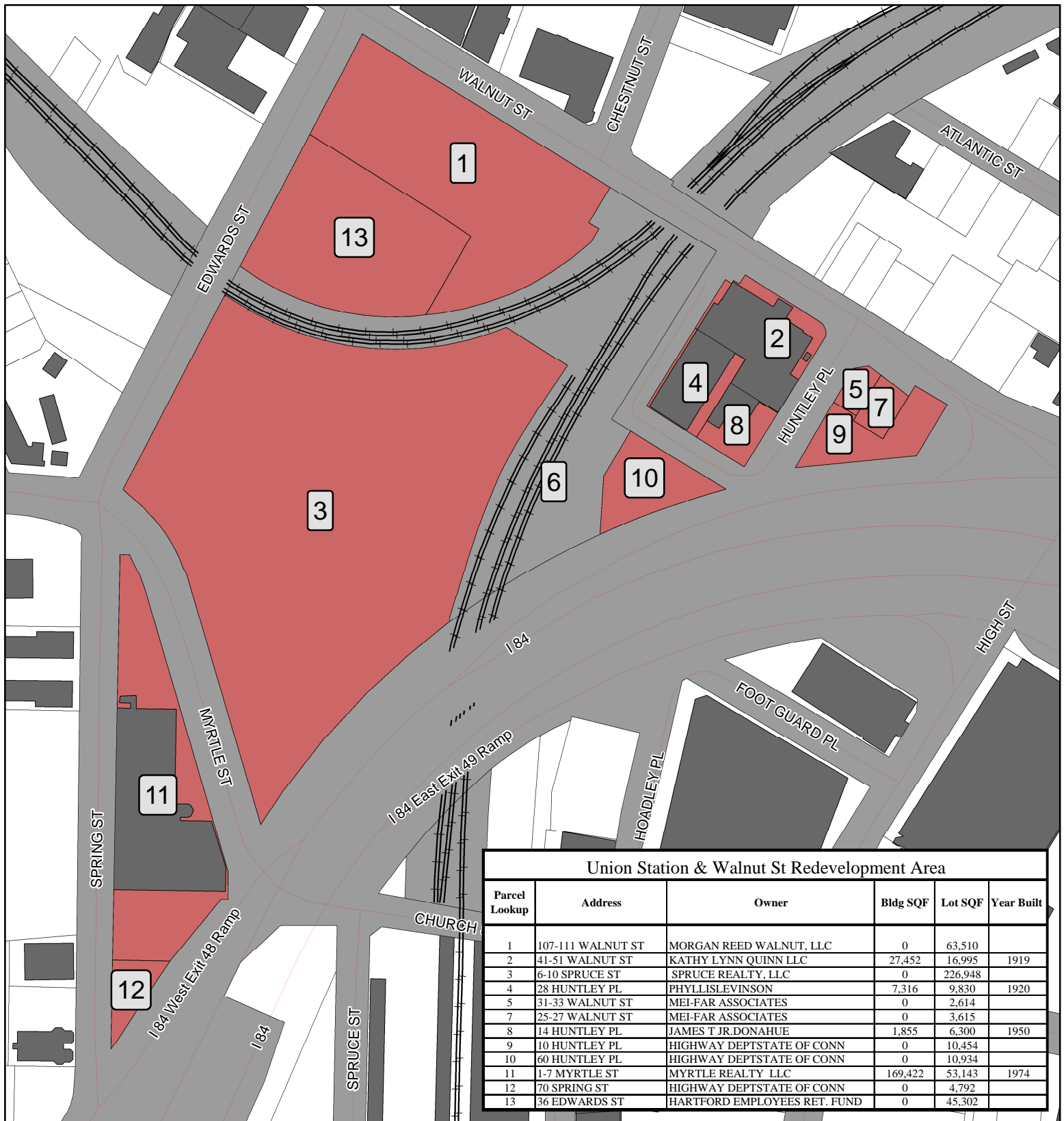


Redevelopment Area

0 125 250 500 750 1,000 Feet



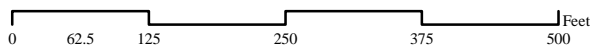
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City of Hartford Downtown West Section II (Union Station & Walnut St) Redevelopment Area

Map 2 Property Map

Source:
 Parcels: City of Hartford, Planning Dept. (2008)
 Planimetric Data: City of Hartford, Planning Dept. (2008)
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Legend

Redevelopment Area

II. Description of the Project Area

A. General Boundary Description

The Project area is generally bounded on the north and west by the intersection of the street center lines of Edwards Street and Walnut Street, thence east-southeasterly along the street center line of Walnut Street to its intersection with the street centerline of High Street, thence south-southwesterly along the street center line of High Street to its intersection with the northwesterly right-of-way line of Interstate 84, thence generally southwesterly along the northwesterly right-of-way line of Interstate 84 to its intersection with the street center line of Spring Street, then northerly along the street center line of Spring Street to its intersection with the street centerline of Edwards Street, thence north-northeasterly along the street center line of Edwards Street to its intersection with the street center line of Walnut Street.

The Project Area contains approximately 16.7 acres.

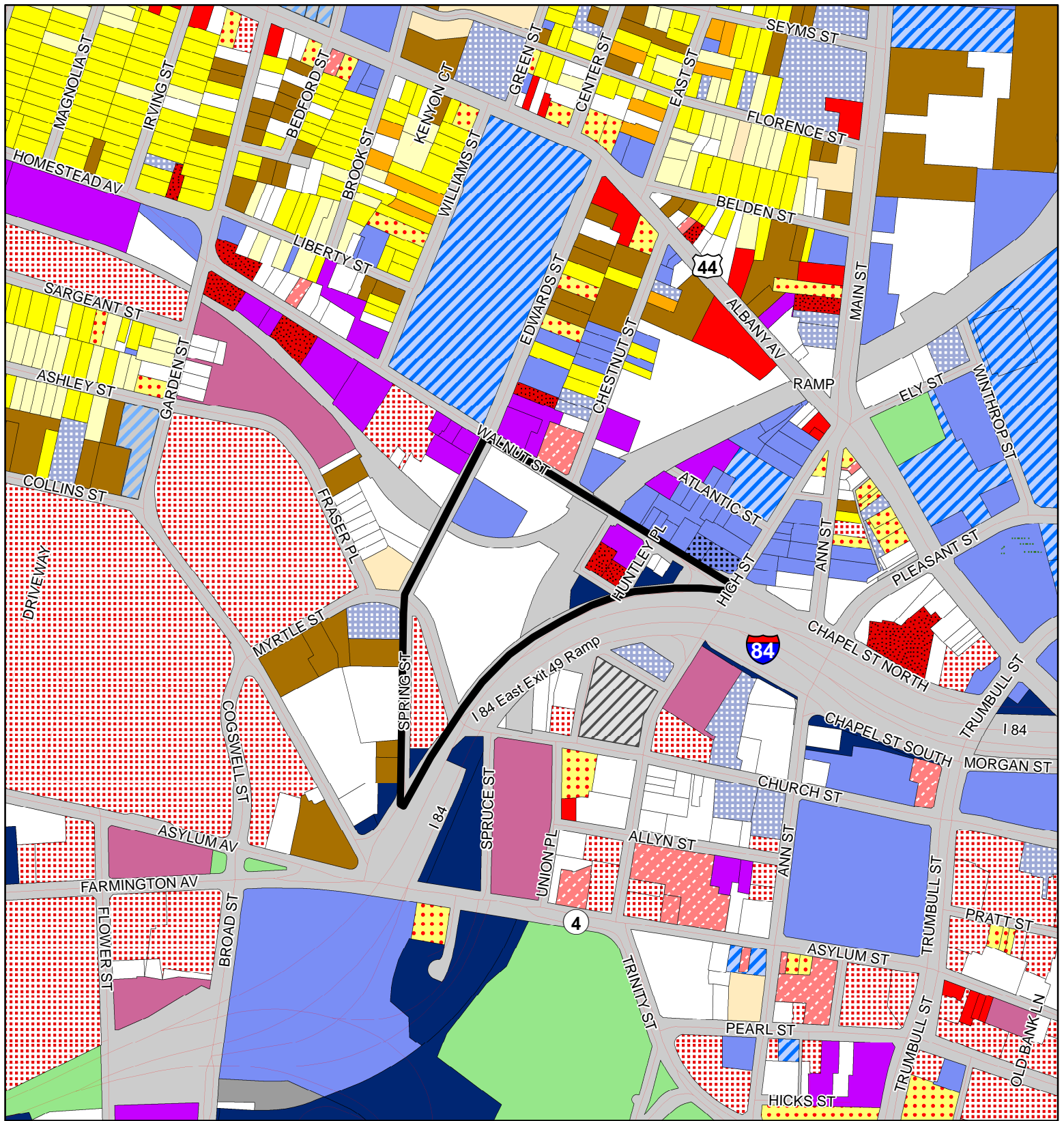
B. Present Land Use and Zoning

The Project area contains the following land use breakdown:

Existing Land Use	Area (sq. ft.)	Percentage
Auto Sales & Services	16,130	2.2%
Industrial	16,995	2.3%
Municipal	45,302	6.2%
Office (Vacant Bldg)	53,143	7.3%
ROW	273,015	37.5%
State	26,180	3.6%
Vacant Land	296,687	40.8%
Total Area	727,452	100.0%

Refer to Map #3 Existing Land Use.

The Project area is presently zoned B-2 and that zoning classification will be maintained.
(see Map #4 Existing and Proposed Zoning).



City of Hartford Downtown West Section II (Union Station & Walnut St) Redevelopment Area Map 3 Existing Land Use

Source:
Parcels: City of Hartford, Planning Dept. (2008).
Existing Land Use: City of Hartford, Tax Assessor's Department (2008).
Planimetric Data: City of Hartford, Planning Dept. (2008).

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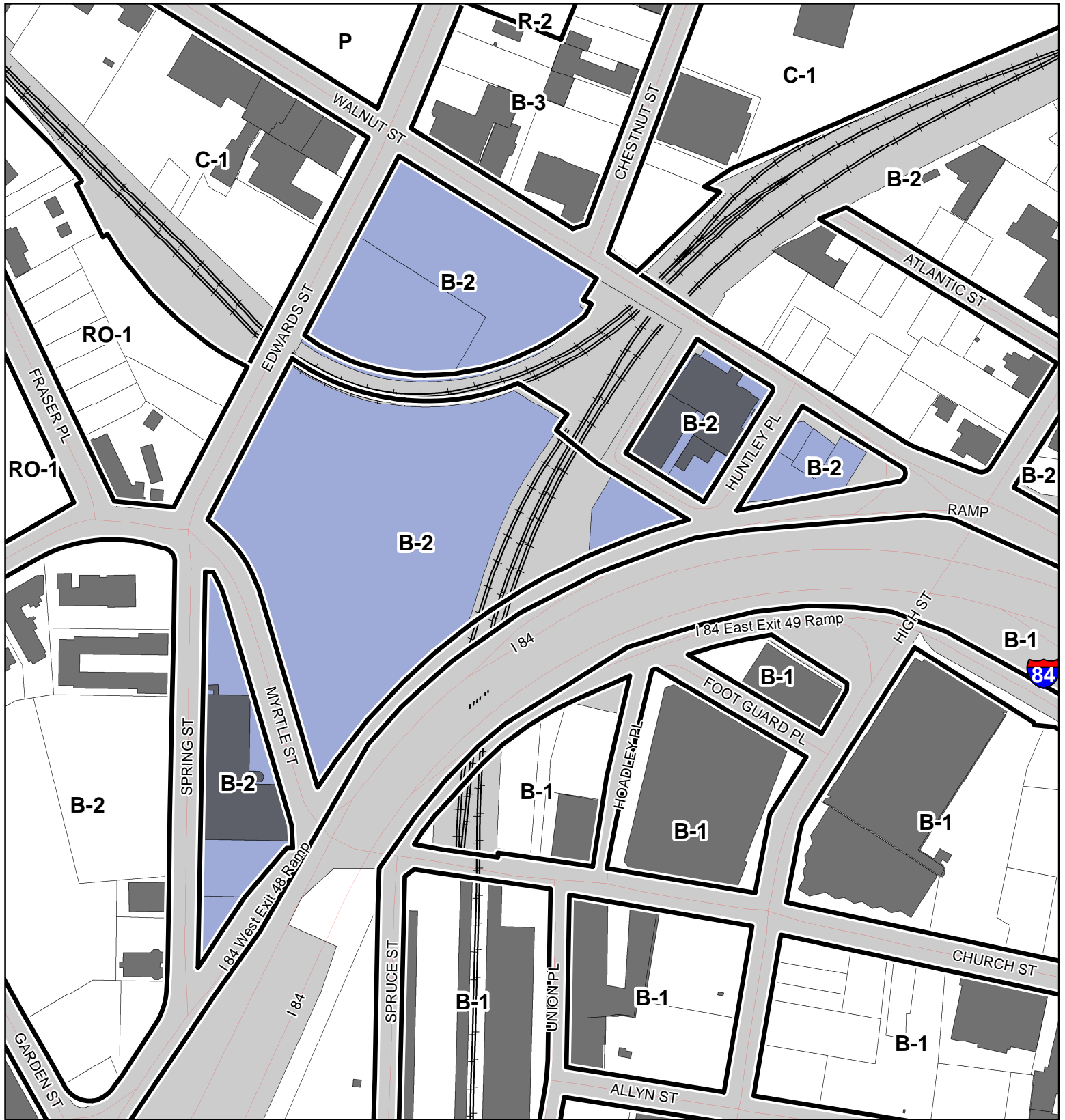
Existing Land Use

	General Commercial		Municipal Property (Various)		Single Family		Parks / Open Space
	Retail & Food Services		Educational		Two-Three Family		Cemetery
	Office / Financial / Scientific		State (Various)		Four Family		Vacant Land
	Automotive Sales & Services		Federal Property		Condo		Historical
	Industrial / Warehouse		Parking / Transportation		Apartment		
	Sand & Gravel Quarry		Public Utilities		Senior Housing		
	Medical / Health Care Facility		Private Institutional		Mixed Use: Commercial / Residential		

0 125 250 500 750 1,000 Feet



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City of Hartford
Downtown West Section II
(Union Station & Walnut St)
Redevelopment Area
Map 4
**Existing &
Proposed Zoning**

Source:
Parcels: City of Hartford, Planning Dept. (2008).
Existing zoning: City of Hartford, Planning Dept. (2008).
Planimetric Data: City of Hartford, Planning Dept. (2008).
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Legend

- Redevelopment Area
- Zoning Boundary

0 62.5 125 250 375 500 Feet



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C. Present Use, Type and Conditions of Structures

The Project Area contains a total of four (4) principal structures. The breakdown of their use and type is as follows.

Use	Number	Type
Office (Vacant)	1	7 story brick/masonry
Manufacturing (Printing)	1	2 story brick/masonry
Auto Repair	2	1 story brick/masonry

An exterior survey of the structures carried out by Agency staff disclosed the following:

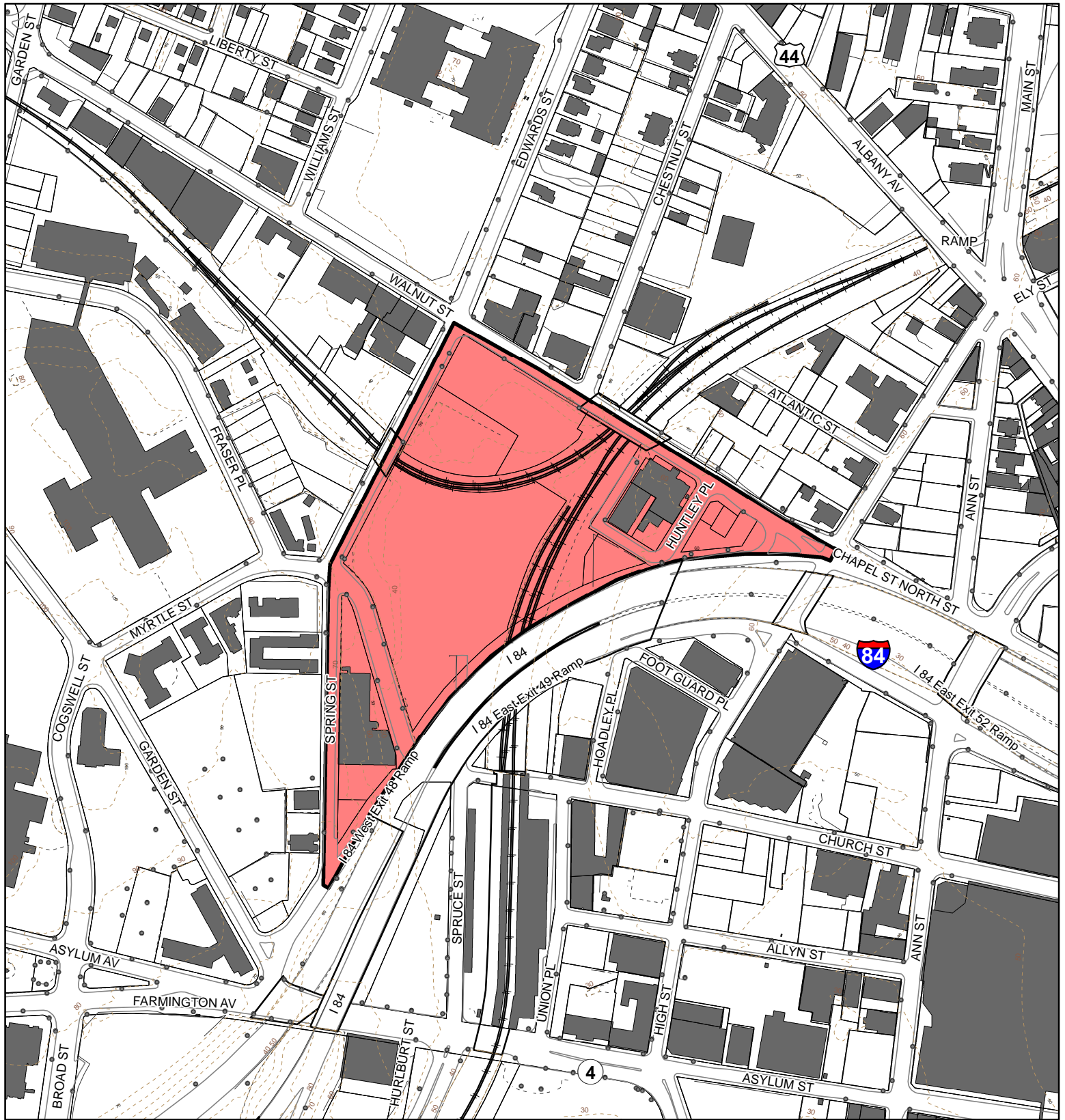
Condition	Number	Percent
Standard	2	50%
Deficient	1	25%
Seriously Deteriorated	1	25%
TOTAL	4	100%

Refer to Map #5 Existing Buildings.

III. General Purposes of the Project

The primary goal of the Downtown West Section II (Union Station – Walnut Street) Project is to remove obsolete and blighted buildings from a critical perimeter area of the Downtown and create a development opportunity for mixed use and transit-oriented development (TOD) that will support the initiation of commuter rail and bus service at Union Station, bridge the physical barriers between the insurance industry campuses and the western end of Downtown Hartford, provide retail, residential and commercial space to serve the needs of the surrounding neighborhoods, and reinforce the public and private investments that have already been made in the vicinity of the Project Area.

The West Section II (Union Station – Walnut Street) Redevelopment Area is well-situated between the core area of Downtown Hartford, Union Station and The Hartford insurance company corporate campus. However, the disjointed nature of the properties in the Project Area, due to topography differences and the physical barriers presented by I-84 and the railroad tracks, presents unique challenges for redeveloping this area. It is appropriate that this Project Area be developed in three different components: the vacant Capitol West office



City of Hartford
 Downtown West Section II
 (Union Station & Walnut St)
 Redevelopment Area
Map 5
 Existing Buildings

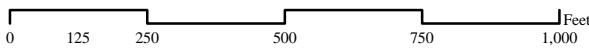
Source:
 Parcels: City of Hartford, Planning Dept. (2008)
 Existing zoning: City of Hartford, Planning Dept. (2008)
 Planimetric Data: City of Hartford, Planning Dept. (2008)

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Redevelopment Area



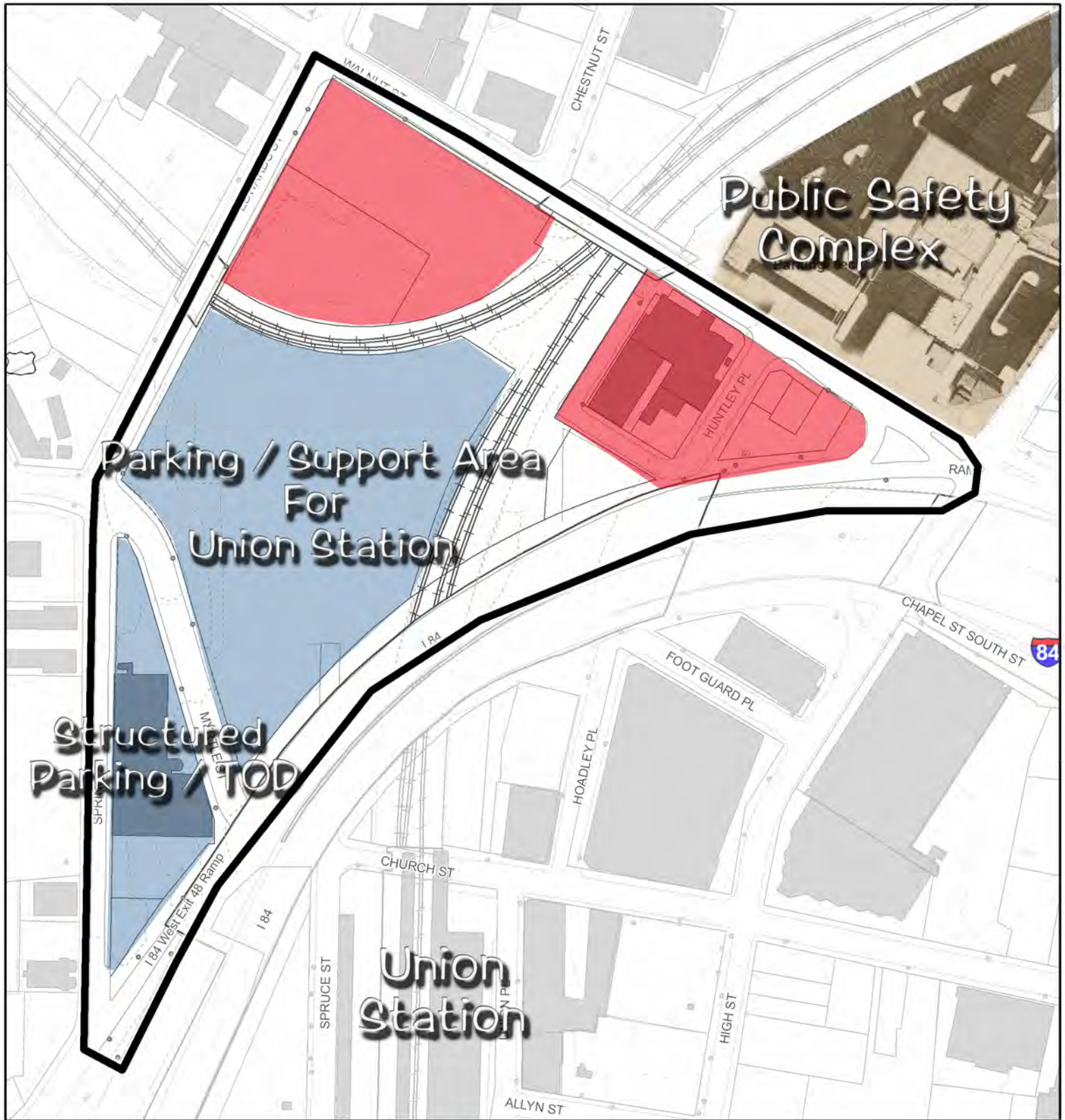
building, the former surface parking lot for The Hartford insurance company, and the portion of the Project Area with frontage along Edwards Street and Walnut Street.

In terms of future land use, it is envisioned that the Capitol West office building be redeveloped as a transit-oriented development possibly including structured parking and a pedestrian connection with the corporate campus across Spring Street to support Union Station's transition to a commuter rail and bus station. The large surface parking lot formerly utilized by The Hartford could also be developed as transit operation support space including parking that would serve nearby uses. Finally, the portion of the Project Area along Walnut Street could be upgraded to improve existing uses or for small-scale commercial uses, including retail, food service/restaurants and service establishments, to serve the new Public Safety Complex and the surrounding residential neighborhoods. Additional surface parking could be provided behind these businesses, particularly as part of the redevelopment of the two parcels at the intersection of Walnut Street and Edwards Street.

This Plan serves as a mechanism to achieve the above goals and incorporates several policy recommendations of the City of Hartford's Comprehensive Plan of Development and the Downtown West Study. These goals and recommendations include:

- Expansion of Hartford's property tax base
- Improvement of public safety and the image of Downtown as a secure environment
- The creation of linkages between Downtown and other Hartford neighborhoods
- The implementation of efficient and convenient mass transportation, vehicular circulation and pedestrian movement systems
- Improve conditions by removing blight

Refer to Map #6 Proposed Future Land Use.



City of Hartford

Downtown West Section II
(Union Station & Walnut St)
Redevelopment Area

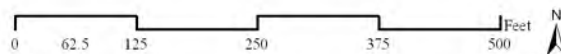
Map 6
Proposed Future
Land Use

Source:
Parcels: City of Hartford, GIS Dept. (2008).
Existing zoning: City of Hartford, GIS Dept. (2008).
Planimetric Data: City of Hartford, GIS Dept. (2007).

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Legend

- Retail Commercial
- Parking



IV. Acquisition and Demolition

A. Acquisition

The process for acquiring property in the Project Area to achieve project objectives will be through negotiated purchase as necessary. In the cases where properties designated for development in the Project Plan cannot be acquired by negotiated purchase after good faith efforts, the powers of eminent domain granted to the Agency under Chapter 130 of the Connecticut General Statutes will be requested by the Agency to achieve the objectives of this Project Plan. Properties to be acquired by eminent domain must be specifically approved by the Redevelopment Agency and the Court of Common Council supported by a description why the use of such powers are necessary to achieve Plan objectives. The time period within which the real property located in the Project is slated to be acquired is to occur within sixty (60) months after the approval of the Plan by the Hartford Court of Common Council, the legislative body of the City.

The Plan provides for the potential acquisition of a total of two (2) parcels, one of which is privately-owned and one of which is owned by the State of Connecticut. The State-owned property is vacant land, while the privately-owned property consists of the blighted Capitol West vacant office building and its associated lot. Refer to Map #7 Proposed Acquisition Map for present owners of properties shown as “to be acquired”.

B. Demolition

One (1) principal structure may be demolished under this Plan. This structure is the Capitol West vacant office building located at 1-7 Myrtle Street. This structure is in very poor condition, having been vacant for approximately a decade. The Agency proposes to work with the designated redeveloper or redevelopers of the site to determine the extent that existing utility, parking and pedestrian systems can be recycled.

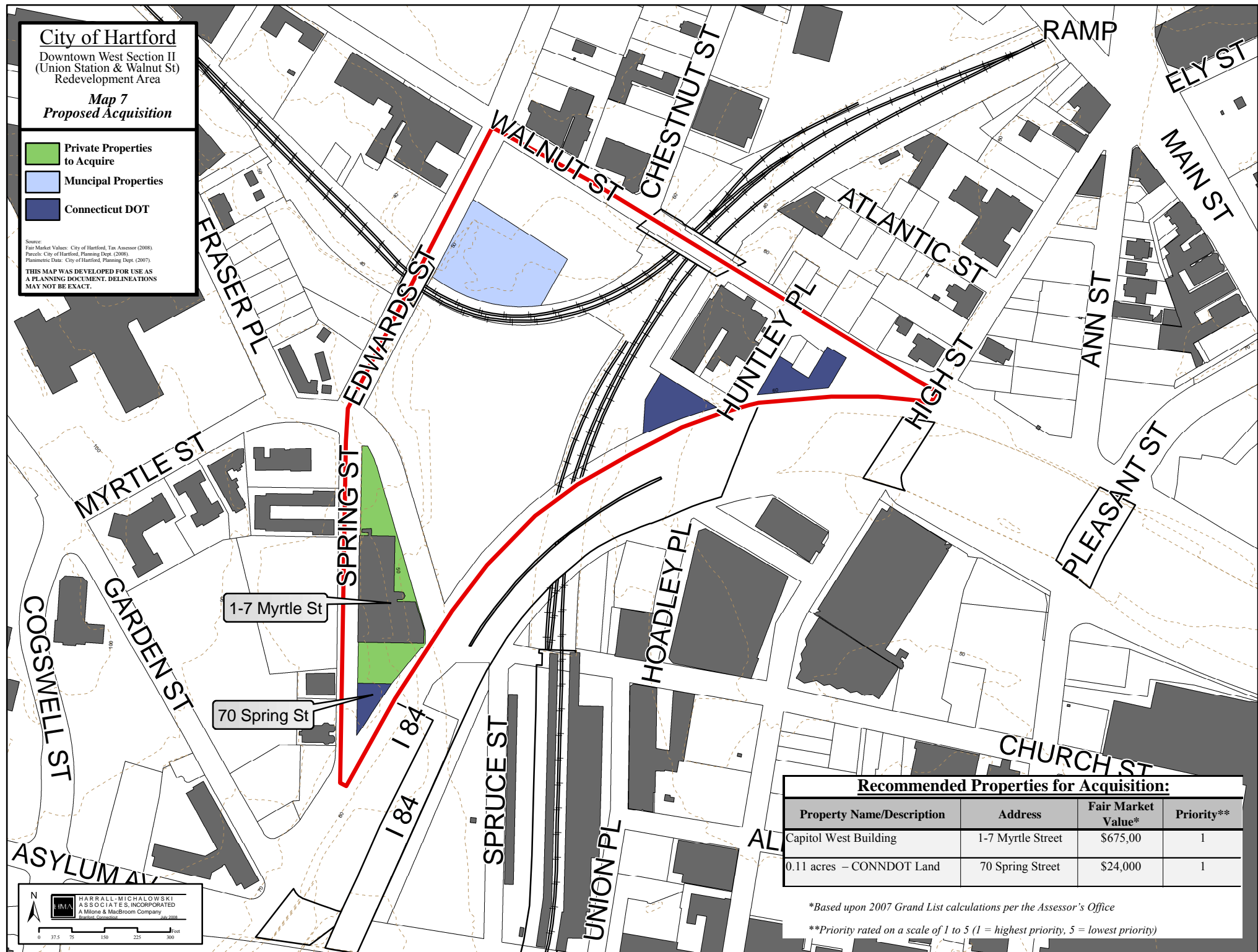
City of Hartford

Downtown West Section II
(Union Station & Walnut St)
Redevelopment Area

Map 7 Proposed Acquisition

- Private Properties to Acquire
- Municipal Properties
- Connecticut DOT

Source:
Fair Market Values: City of Hartford, Tax Assessor (2008)
Parcels: City of Hartford, Planning Dept. (2008)
Planimetric Data: City of Hartford, Planning Dept. (2007)
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Recommended Properties for Acquisition:

Property Name/Description	Address	Fair Market Value*	Priority**
Capitol West Building	1-7 Myrtle Street	\$675,00	1
0.11 acres - CONNDOT Land	70 Spring Street	\$24,000	1

*Based upon 2007 Grand List calculations per the Assessor's Office

**Priority rated on a scale of 1 to 5 (1 = highest priority, 5 = lowest priority)



V. Displacement and Relocation

As the properties proposed for acquisition are vacant, no displacement is anticipated.

The Agency is ultimately responsible for the relocation as the result of actions that are carried out in accordance with the Plan if it becomes necessary in the future. Relocation assistance will be furnished in accordance with State statutory requirements as specified in the State Uniform Relocation Assistance Act, as amended.

VI. Proposed Site Improvements

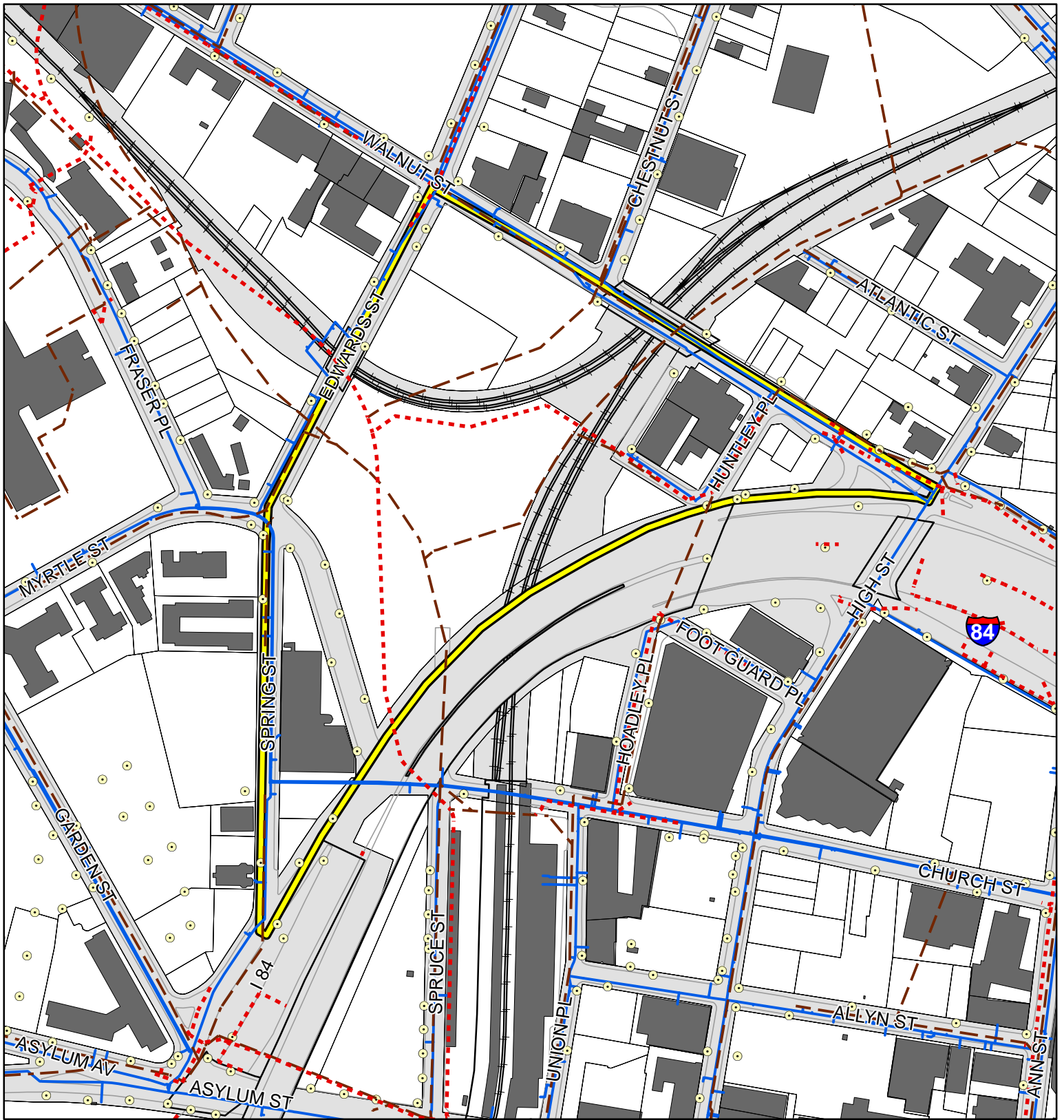
The Project Area is currently serviced by Walnut Street, Edwards Street, Myrtle Street, Spring Street and Huntley Place, all of which have curbs and sidewalks and are also serviced by all major utilities. Downtown Hartford has the redevelopment advantage of a well-developed infrastructure. The majority of the infrastructure was replaced and/or upgraded over the last 30 years as part of various urban renewal/revitalization programs. Arterial streets have multiple travel lanes with adequate traffic handling capacity. Several municipal and private parking garages are within a short distance of the Project Area. Utilities including sanitary sewers, storm drainage and water have capacity to accommodate future development. Map #8 Utility Systems displays the location and of components of the underground utility system. These systems will be utilized with upgrades made as necessary.

VII. Controls on Land Uses and Buildings

The following sections set forth both general and specific land use and building controls which the Agency considers to be the minimum required to implement the Downtown West Section II (Union Station – Walnut Street) Project Plan. Any variations from these controls must be justified by redevelopers in a written statement, with final determination to be made by the Agency.

A. General Controls

The redevelopment of all parcels and new construction within the Project Area shall conform to the following controls where applicable:



City of Hartford

Downtown West Section II
(Union Station & Walnut St)
Redevelopment Area

Map 8 Utility Systems

Source: City of Hartford, Planning Dept. (2008).
Utilities: City of Hartford, Planning Dept. (2008).
Parcels: City of Hartford, Planning Dept. (2008).
Existing zoning: City of Hartford, Planning Dept. (2008).
Planimetric Data: City of Hartford, Planning Dept. (2008).

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- Storm Sewers
- Sanitary Sewers
- Water Service
- Gas Service
- Utility Poles
- Redevelopment Area

0 37.5 75 150 225 300 Feet



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1. The Redevelopment Plan for the West Section II (Union Station – Walnut Street) Project adopted by the Agency and approved by the Court of Common Council.
2. The City of Hartford Zoning Ordinance, adopted December 6, 2005 with amendments to date.
3. The State of Connecticut Building Code with amendments to date.

The most restrictive provision of these documents with respect to a particular condition shall govern. During the period for which these controls are in effect, any new construction expansion or reuse of property shall be in compliance with the controls and regulations set forth in this document.

The Agency may permit the short term use of acquired property on a license or lease basis if it is determined that such use will not impede further development of the Project Area. Any license or lease agreements shall be in accordance with the City of Hartford Municipal Code. Other uses serving a community function may be acceptable. The Agency may establish such interim uses as it deems desirable and feasible in the public interest on property which has been acquired and not yet sold to a developer provided such uses do not have an adverse affect on any adjacent property or inhibit the disposition of such property.

B. Specific Controls

The following controls shall apply to all development in the project area:

1. B-2 Downtown Development Perimeter Zoning District

- a) See Appendix #1.

2. Building Design

New structures shall recognize in their design an architectural composition that emphasizes overall building proportion, window proportion, solid-to-void proportion, solid-to-void rhythms, material, texture, color, and the relationship of architectural

details and roof shapes. The interrelationship between the three distinct sections of the Project Area, particularly in terms of the topography change that occurs between Spring Street and Union Station, and means of cohesively integrating these distinct sections should be high priorities for the overall design of this Project Area.

3. Additional Requirements for Submission

Redevelopers shall submit an illustrative site plan, building renderings and three-dimensional videos that demonstrate compliance with all controls listed herewith and include a preliminary landscape plan. Submission of a separate final landscape plan, prepared by a registered landscape architect, is also required.


VIII. Land Disposition

After the site has been prepared for redevelopment, the Agency will arrange for the sale of these two (2) properties to one or more redevelopers for the uses specified in the Plan. The Project has a total disposition area of 1.33 acres. See Map #9 Proposed Disposition Map

The Agency will publicly announce the availability of land and solicit proposals from interested redevelopers using the standard Agency Request for Proposal (RFP) process. Redevelopers shall be nominated as Tentative Developer to carry out the Plan on the basis of the submission of an outstanding design plan and overall capability to carry out the proposed redevelopment, pursuant to standard Agency requirements. Upon selection, the redeveloper nominations are given 120 days to comply with these requirements. Upon satisfactory compliance with these requirements, selected redevelopers will be granted initial authorization to carry out the proposal. No redeveloper shall receive final approval to enter into a land disposition agreement with the Agency until the Agency is assured of the financial ability of the redeveloper to undertake the redevelopment and has met all standard Agency requirements.

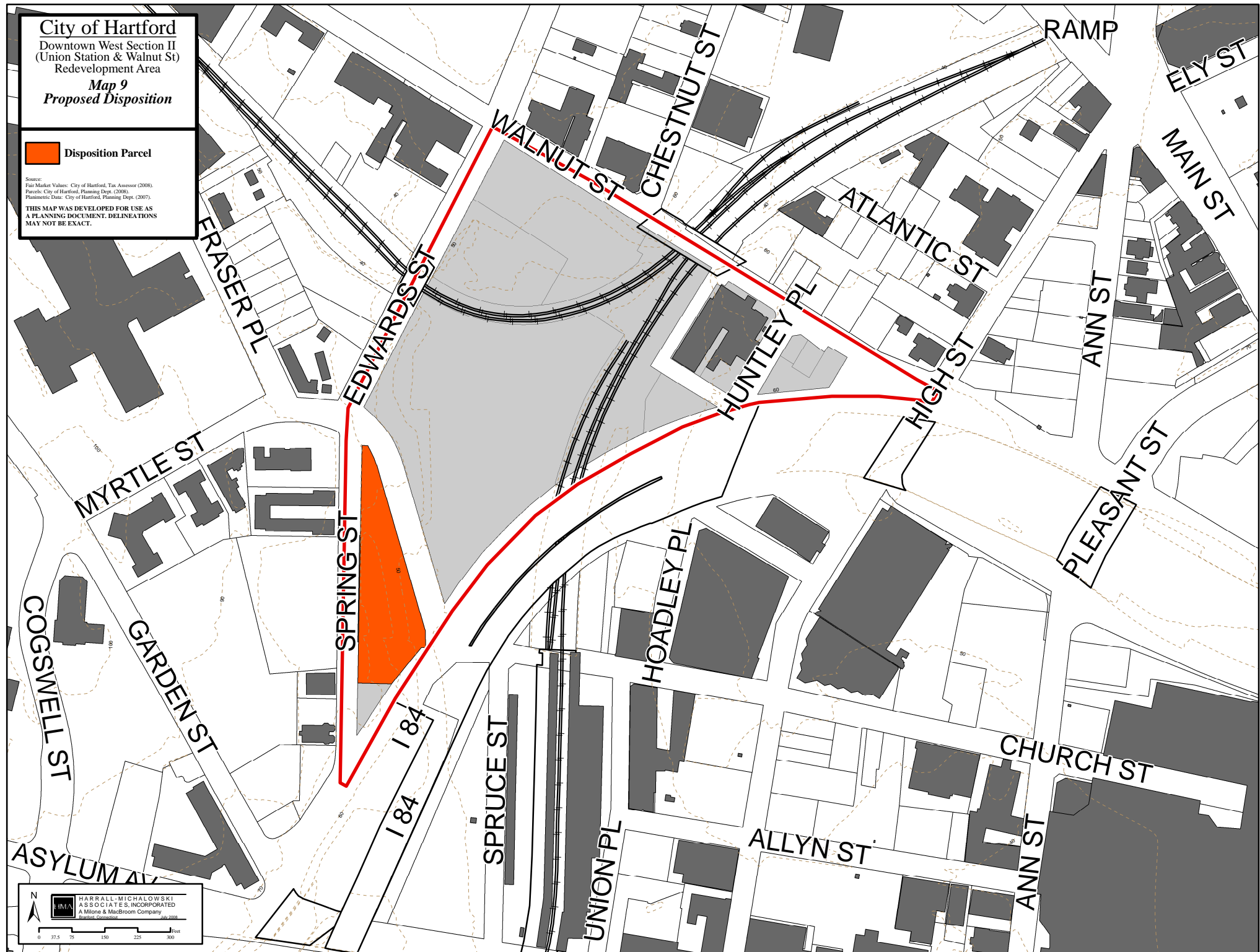
Any contract for sale of Agency property in this Project shall be approved by the Hartford Court of Common Council before final approval by the Agency.

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Downtown West Section II
(Union Station & Walnut St)
Redevelopment Area
Map 9
Proposed Disposition

 Disposition Parcel

Source:
Fair Market Value: City of Hartford, Tax Assessor (2008).
Parcels: City of Hartford, Planning Dept. (2008).
Planimetric Data: City of Hartford, Planning Dept. (2007).

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IX. Modification and Duration of Redevelopment Plan

H. Modification

This Plan may be modified at any time by the Agency, provided if it is modified after the lease or sale of real property in the Project Area, the modification must be consented to by the redeveloper or redevelopers of such real property or their successors in interest, whose interest is affected by the proposed modification. Where the proposed modification will substantially change this Plan as previously approved by the Hartford Court of Common Council, the modification must similarly be approved by said Court of Common Council.

I. Duration

This Plan and any modification thereof shall be in full force for a period of ten (10) years commencing on the date of approval of this Plan by the Court of Common Council. The Court of Common Council shall review this Plan at least once every ten years after the initial approval, and shall reapprove such Plan or an amended plan at least once every ten years after initial approval in accordance with State Statutes in order for the Plan or amended plan to remain in effect.

X. Estimated Project Budget

This Plan is based on private investment supported by strategic public investments. The Downtown West Section II (Union Station – Walnut Street) Project execution activities will be financed, in part, by City appropriations. Additional sources of public financing will be pursued to implement the anticipated activities.

As shown on Map #7 Proposed Acquisition Map, the combined fair market value for the two (2) properties identified for acquisition as part of this Plan is \$699,000. If the two properties are acquired through negotiated purchase, the estimated acquisition budget could be expected to be roughly \$700,000. If negotiated purchase is not achievable for the privately-owned property at 1-7 Myrtle Street and eminent domain proceedings are necessary, it is possible that the acquisition budget could be as high as \$900,000 for the combined properties.

Demolition costs for 1-7 Myrtle Street are difficult to estimate without complete information on potential environmental issues, such as the presence of asbestos or other materials within the building structure. However, applying a general rule of approximately \$10 per square foot of building space for demolition expenses to the roughly 170,000 square feet of space at 1-7 Myrtle Street yields an estimated \$1.7 million in demolition costs. The costs for any asbestos abatement activities or other specialized demolition work would be in addition to the base amount of \$1.7 million.

XI. Maps

Maps #1 through #9 attached are hereby incorporated within and made part of this Plan.

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APPENDIX #1

B-2 DOWNTOWN DEVELOPMENT DISTRICT ZONING REGULATIONS

**HARTFORD PLANNING & ZONING COMMISSION
LAND USE REGULATIONS
PART I. ZONING REGULATIONS**

DIVISION 6. B-2 DOWNTOWN DEVELOPMENT PERIMETER DISTRICT

Sec. 321. Definitions.

The following words, terms and phrases, when used in this division, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Applicant means the owner of a legal or an equitable interest in property located in the B-2 downtown development perimeter district, or an agency of the city.

Project means the erection, alteration or enlargement of a building on a lot or zoning lot. The provisions of sections 333(2) (relating to application procedure for B-2 district projects) shall not apply when alteration does not increase the gross square footage of the structure by greater than ten (10) percent. However, any change which affects more than ten (10) percent of the facade of an existing building or structure in the B-2 downtown development perimeter district shall require review and approval by the board.

Sec. 322. Purpose.

The purpose of the B-2 district in the city is to provide for a high quality, stimulating, mixed use urban environment defined by a strong residential, office, cultural and commercial presence which enhances the visual character and provides a vibrant pedestrian ambiance. The city desires to encourage development that will provide sensitive transitions in the scale, use and intensity of the B-1 downtown development district relative to surrounding residential areas. These regulations further the following goals:

- (1) Provide an incentive for residential development in close proximity to the city's central business core; and
- (2) Encourage excellence in urban design by:
 - a. Reinforcing active streets with retail and commercial uses and pedestrian amenities,
 - b. Encouraging development which avoids large gaps or open spaces in block frontages,
 - c. Improving the physical and psychological transition between the B-1 downtown development district and nearby residential neighborhoods,
 - d. Encouraging garage structures which are not visible from the pedestrian active streets, except for their entrances and exits, and
 - e. Preserving views to important landmarks such as Bushnell Park, the state capitol, the downtown skyline.

**HARTFORD PLANNING & ZONING COMMISSION
LAND USE REGULATIONS
PART I. ZONING REGULATIONS**

Sec. 323. Uses permitted.

B-2 land and water areas shall be used and buildings shall be erected, altered, enlarged or used only for one (1) or more of the uses permitted in the B-2 district by the table of permitted uses in article IV, division 1 (relating to permitted uses generally), of these regulations, subject to those standards and special requirements listed in the table of permitted uses and by article IV, division 2 (relating to required conditions for certain uses). Residential uses shall be mandated within the B-2 district in accordance with the provisions of sections 181 (relating to districts) and 816 (relating to purposes of HOD district).

Sec. 324. Permitted accessory uses.

Customary B-2 accessory uses are permitted.

Sec. 325. Required parking and loading areas.

B-2 off-street parking shall be provided for nonresidential and residential uses in accordance with the provisions of article V (relating to off-street parking and off-street loading) of these regulations.

Sec. 326. Floor area ratio (FAR).

- (a) In the B-2 district the floor area ratio shall be the floor area of the building on any lot or zoning lot divided by the area of such lot or zoning lot or, in the case of planned developments, by the net site area. Where off-street parking is provided, the space provided within the building or accessory building for parking shall be counted in determining the floor area of that building, with the exception of required parking for household units, and parking provided in a structure which has less than one-half of its floor-to-ceiling height above the average finished grade of the adjoining ground. Space provided within the building for residential use, in accordance with the mandate of section 816 (relating to purposes of HOD district), shall be exempt and not counted in the calculation of the floor area ratio (FAR).
- (b) The minimum total FAR for all buildings shall be two (2) for any lot or zoning lot. An applicant may request, and the commission may grant, permission to develop a project with an FAR of less than two (2) if a lower minimum FAR conforms to the city plan of conservation and development and the purposes set forth in section 322 (relating to purposes of B-2 district).
- (c) The maximum FAR permitted shall be seven (7) for any lot or zoning lot.

Sec. 327. Areas with no requirements.

There shall be no requirements in the following B-2 areas:

- (1) Limitations on persons per acre;
- (2) Permitted lot coverage;
- (3) Required lot area;
- (4) Lot width;
- (5) Side setback;
- (6) Rear setback.

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Sec. 328. Requirements of floor space per dwelling unit.

Every B-2 dwelling unit shall meet the requirements of floor space per unit as set forth in section 16 (relating to floor area).

Sec. 329. Front setback.

There shall be a front setback for all B-2 principal buildings in conformance with the existing building and veranda lines.

Sec. 330. Maximum height limit.

No portion of a B-2 structure which is located on land which fronts on a street bounded by a public park containing in excess of one (1) acre shall exceed a height of ninety (90) feet for a depth of sixty (60) feet from the front street line, except that certain architectural features such as church spires, roof structures for the housing of elevators, stairways, fans or similar equipment required to operate or maintain the building and fire or parapet walls, skylights, steeples, flagpoles and chimneys or similar structures are permitted beyond the ninety-foot height limit. Residential portions of a building or structure may be increased beyond ninety (90) feet if a setback from the building line at a ratio of one (1) foot for each two (2) feet of increased building height is provided.

Sec. 331. Required usable open space.

There shall be provided, in B-2 uses, a minimum of forty (40) square feet of usable open space per person in accordance with the table of densities set forth in the definition of "density" in section 2 (relating to definitions) and in accordance with the provisions under the definition of "open space, usable landscaped" in section 2 (relating to definitions) and section 9 (relating to usable open space), except that there shall be no requirement for usable open space for transient lodgings.

Sec. 332. Reserved.

Sec. 333. Procedures for projects.

Applicants for projects in the B-2 district shall apply to the commission for a special permit. Such projects shall be reviewed by the commission and the board.

- (1) *Informal review.* Potential applicants at the beginning of the conceptual phase of a project are encouraged to seek preliminary informal review of the proposed project with the city staff, before an application for preliminary special permit approval is submitted. Potential applicants should be prepared to discuss the proposed site organization, basic massing, location of proposed uses, pedestrian and vehicular circulation, parking and access and egress. At this time, use of schematic drawings is recommended.
- (2) *Application procedure.* Applicants shall submit to the commission an application for special permit approval. The application shall be filed and acted on in accordance with the procedures set forth in section 68 (relating to applications for zoning permits). The fee for such application shall be as set by the commission and adopted by council (as shown on the fee schedule on file with the commission secretary). The commission shall, upon

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receipt of a complete application, refer it to the board. A complete application shall include one (1) original and four (4) copies of the following:

- (a) A location map at a scale of one (1) inch to two hundred (200) feet showing the location of the proposed buildings and all property within three (3) city blocks of the lot and/or zoning lot on which the proposed project is to be located;
- (b) A location map at a scale not to exceed one (1) inch to fifty (50) feet showing the applicant's property and all property within one (1) city block of the lot and/or zoning lot on which the proposed project is to be located, along with the following information:
 - 1. All lots, lot lines, their dimensions and lot area;
 - 2. Location and use of all buildings;
 - 3. Existing zoning classifications of the area;
 - 4. All streets, alleys, and rights-of-way and their dimensions;
 - 5. Elevations of all buildings on the block on which the project fronts; and
 - 6. All parking areas and the relationship of the existing and proposed buildings to the vehicular and pedestrian circulation systems;
- (c) Perspective sketches of the proposed development taken at eye level. Sketches shall be from those vantage points at which the development would be most visible. Sketches shall also demonstrate the urban design intent of the submission with adjacent structures shown and delineated in the same style as the principal building;
- (d) A site development plan of the applicant's property at a scale not to exceed one (1) inch to twenty (20) feet prepared by a registered engineer, architect or land surveyor illustrating the proposed project development and including:
 - 1. Property boundaries (existing and proposed) certified to the standards of a class A-2 survey as defined in the Code of Practices for Standards of Accuracy of Surveys and Maps, adopted December 10, 1975, and as amended to date by the Connecticut Association of Land Surveyors, Inc., and their dimensions;
 - 2. Location of all buildings (existing and proposed) and the existing and proposed uses for each building;
 - 3. Height of all buildings (existing and proposed);
 - 4. Location and dimension of all yards and setbacks;
 - 5. Location and dimensions of all existing and proposed off-street parking areas and parking spaces, designating those spaces which are for handicapped persons or for compact cars, each space to be numbered sequentially;
 - 6. Location and dimensions of all driveways, delivery areas, and entrances/exits to such areas;
 - 7. Location and dimensions of all off-street loading areas (present and proposed);
 - 8. Location, dimensions and description of all outside solid waste storage areas, facilities and equipment (existing and proposed);
 - 9. Location and amount of all usable open space (existing and proposed);
 - 10. Location, size and type of all plantings, trees, landscaping and ground cover (existing and proposed);
 - 11. Location and size of all existing and proposed walls and fences (materials specified);

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12. Location, size and type of all existing and proposed lighting;
 13. Location and size of all existing and proposed sidewalks and walkways (materials specified);
 14. Location and description of all existing and proposed recreational facilities and equipment;
 15. Existing and proposed topography of the property with contours at intervals of not more than two (2) feet;
 16. Location and size of all existing and proposed utilities;
 17. Location and size (capacity) of all drainage facilities;
 18. Existing and proposed vehicular and pedestrian circulation patterns;
 19. Location, size and type of existing and proposed public amenities;
 20. All existing and proposed easements, rights-of-way and conduits;
 21. Location and size of all dwelling units accessible to the handicapped or units adaptable for access by the handicapped; and
 22. Location, size and elevation of all designated inland wetlands and watercourses, and proposed wetlands and watercourses, if any.
- (e) Preliminary building plans at a scale not to exceed one (1) inch to eight (8) feet, illustrating:
1. Typical floor plans indicating use and size of all spaces;
 2. Typical elevations including all signs, showing their shape, size, materials, and approximate design;
 3. Typical section;
 4. Exterior elevation and outline;
 5. Total floor area of each floor and entire building;
 6. Elevation of roof of building at its lowest and highest points;
 7. Proposed lot coverage; and
 8. Exterior building materials, their colors and the texture palette;
- (f) An architect's statement regarding wind, sun, and noise impacts;
- (g) An architect's statement regarding an analysis of the shadows to be cast by all existing and proposed buildings; and
- (h) A transportation analysis which shall include the following information:
1. The number of on-site parking spaces required by the provisions of section 954 (relating to application of off-street parking standards);
 2. The number and types of parking spaces to be provided on-site such as: employee parking, transient parking for on-site uses, transient parking for off-site uses, parking for high occupancy vehicles, parking for compact cars and handicapped parking;
 3. The number, location and type of any parking spaces to be provided off-site and the method of transporting persons between the off-site facility and the project site;
 4. Alternative modes of transportation such as mass transit, carpools, and vanpools, available and to be provided;
 5. Expected usage of the alternative modes of transportation;
 6. Location of all vehicular and pedestrian entrances and exits;

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7. A trip generation study which shall estimate the number and type of trips generated by the project, the time of day of such trips and the expected modes of transportation used;
- (i) Any other information which the commission or board may reasonably require or which the applicant may wish to submit.
- (3) *Referral for recommendations.* Applications for special permit approval shall be referred, at least thirty-five (35) days prior to the date assigned for public hearing by the commission, to the board for a report on its recommendations. The failure of the board to report to the commission at least five (5) days before the public hearing shall be considered as a favorable recommendation on the application by the board. A statement of the vote of the board approving, approving with modifications, or disapproving, a proposal shall be publicly read at the public hearing. The report of the board regarding such application shall include the reasons for the recommendation thereon, and shall be incorporated into the record of the public hearing.
- The board, in making its recommendation, shall consider whether the application complies with the standards set forth in code section 2-299 (relating to project review);
- (4) *Decision.* The commission shall approve a special permit if the application complies with sections 323 through 331 (relating to B-2 district uses and requirements).

Sec. 334. Residential development; continuing character of obligation.

Where B-2 residential units are provided the applicant shall covenant to ensure the continued use of the use, facility or improvement. The covenant shall be for a term of twenty (20) years, unless the commission specifically finds that another period of time would be in accordance with the purposes set forth in section 322 (relating to purposes of B-2 district). Such covenant shall be recorded on the land records and shall run with the land.

Sec. 335. Amendments.

A major amendment to a special permit approved under this division shall be processed and considered as a new application. Minor amendments may be approved by the zoning administrator.

Sec. 336. Enforcement.

- (a) All covenants required under the provisions of section 334 (relating to residential development; continuing character of obligation) shall be in place prior to issuance of the B-2 building permit.
- (b) The applicant shall, before commencing any substantial work on the site in accordance with an approved special permit, meet with the director of licenses and inspections, or the director's designee and establish construction and inspection schedules.
- (c) To ensure strict adherence to the approved plans, all construction shall be inspected by the zoning enforcement officer according to the schedule established pursuant to subsection (b) of this section. Any deviation from the approved special permit shall be sufficient cause for the zoning enforcement officer to issue a cease and desist order and for revocation by the commission of the approved special permit.
- (d) A certificate of occupancy shall not be granted until the zoning enforcement officer finds that the construction, erection, rehabilitation, use, or alteration complies with the approved special permit.
- (e) A certificate of occupancy shall not be issued for residential units, until the use, facility or improvement has been completed in accordance with the approved special permit.

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- (f) If the residential use, improvement or facility is not suitably maintained, the city may, at its sole option, place a lien on the property, do the maintenance or repair work, and seek reimbursement from the owner.

Secs. 337-- 355. Reserved.

DIVISION 7. B-3 LINEAR BUSINESS DISTRICT

Sec. 356. Purpose.

The purpose of the B-3 district in the city is to improve the serviceability of linear, "strip" or "shoestring" commercial streets by:

- (1) The concentration of shopping areas;
- (2) Provision of convenient and adequate parking;
- (3) Development of greenways, landscaped areas, attractive building groups and small play lots;
- (4) Encouragement of uses compatible with the adjacent residential areas; and
- (5) Improvement of traffic patterns.

Sec. 357. Uses permitted.

- (a) B-3 land and water areas shall be used and buildings or structures shall be erected, altered, enlarged or used only for one (1) or more of the uses indicated in the B-3 column of the table of permitted uses, subject to such standards as may be referred to in that column and in the special requirements column of such table and in article IV, division 2 (relating to required conditions for certain uses), of these regulations.
- (b) In the case of an individual lot associated with an individual attached or semidetached dwelling, the provisions set forth in this division for permitted lot coverage, required lot area, lot width, front setback, side setback, rear setback, required usable open space and parking shall apply to the zoning lot of which such individual lot forms a part, rather than to such individual lot.

Sec. 358. Permitted accessory uses.

- (a) Customary B-3 accessory uses are permitted.
- (b) Accessory structures exceeding a height of fifteen (15) feet shall conform to the setback provisions set forth in this division for principal nonresidential structures, provided that in no instance shall the accessory structure exceed the ground floor area of the principal structure.

Sec. 359. Required parking and loading areas.

B-3 off-street parking and off-street loading shall be provided in accordance with the provisions of article V (relating to off-street parking and off-street loading) of these regulations.